

Golden Chaffcutter

Thames Sailing Barge Trust



Issue 163

www.bargetrust.org

April 2026

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New Topmast being lifted into place on Pudge
Picture by Mick Nolan

From the Helm

It's that time of year again for rigging and dry docking both barges. We have one more working weekend and a couple of Thursdays to make sure everything is ready for the first trip, just three weeks away.

The volunteers have worked hard over the winter months to ensure everything is in fine fettle, and it is a pleasure to see the fruits of their labours coming together.

Val and Peter Shepherd get a special mention here, as when I recently visited Centaur, I thought she had new ovens,

but Val & Pete, our resident volunteer cleaning team, had done such a good job, they had come up like new.

We are blessed to have many great volunteers who quietly get on with a vast multitude of tasks, often unnoticed, yet their work is incredibly valuable. We wouldn't be able to operate without everyone's contributions. Thank you, everyone.

The AGM is on Saturday, 25th of April, at the Maldon Little Ship Club. Details in this edition. Please do come along to the AGM and find out about our

Trust, what's been happening, what we are currently doing, and what our plans are for the future. It's your chance to meet the trustees and the committee, ask questions, make suggestions, and generally be sociable.

In the evening, we have the Fitting Out Supper, and I look forward to seeing some of you there. It may have sold out by the time you read this but email events@bargetrust.org if you want to go, and John Rayment can advise on any available spaces due to cancellations.

(Continued on page 2)



Made possible with

Heritage Fund



It's been a few years since we last visited Rowhedge Quay. The berth had become very silted up, making it uncomfortable for the barges to lay overnight. Back in March, a team of our volunteers, along with a hardy bunch of locals, took to the mud with shovels to remove the silt by hand. At one point, a team of 40 people were beavering away, removing the build-up and flattening the berth, ready to receive barges again this summer. A great achievement by all, and we very much look forward to putting Rowhedge back on the ports of call.

The Easter Half-term saw our first children's Open Day of the year. Well done, John Rayment and all the volunteers for organising and introducing the next generation to the magic of barges. It's great to hear all the wonderful feedback.

We have recruited another batch of trainees to start in the 2026 season, and we extend them a warm welcome to their new barging lifestyle.

Congratulations to Diggery Rose on passing his Barge Master exam. Also to Alanna Cameron for passing round one of the exam process, with round two, the local knowledge part, to follow in due course. Well done, both! It is a long and challenging process, but extremely rewarding once you're through.

We still have spaces available for charters and bookings. There is no better way to support the Trust and ensure the barges keep sailing than by joining us for a trip. Please visit our website or contact Carey at bookings@bargetrust.org Carey will be very pleased to help you book your next sailing adventure.

Wishing you all fair winds for the 2026 season.

*Mick Nolan
Chair*

Dates for your Diary



Working Parties

The Thursday Group are continuing to work throughout the year.

Anyone interested in getting involved please contact John Rayment on 07587 141054.

No specific skills needed.

Centaur Weekend Working Party

We are near the end of the Winter Working Parties on Centaur, however remaining dates are listed below

If you wish to attend contact Tim Jepson 01621 851817

April 18th/19th

Events

AGM
Saturday 25th April 2026
15:00
Maldon Little Ship Club

Fitting Out Supper
Saturday 25th April 2026

18:30 for 19:30
Maldon Little Ship Club

Maldon Mud Race Open Day
Sunday 26th April 2026

May Day Holiday Weekend Open Days
Centaur
Sunday 3rd & Monday 4th May
11:00—16:00

Children's Storytelling Day
Centaur
Thursday 28th May
11:00—16:00
Booking via website is essential

Maldon Shanty Festival
Saturday 30th May 2026

TSBT 100 Clubs

PUDGE

Winners March/April 2026

1 st Brian Dawson	£50
2 nd Janet Nicholls	£20
3 rd John Howard	£10

CENTAUR

Enclosed with this newsletter you will find the NEW Centaur 100 Club information and applications forms. The aim of this 100 Club is to support Cen-

taur as she goes into her next vital phase. We hope you will be able to join up and be part of her journey. The number of people who join is as important as the amount of shares purchased, as it will prove to interested parties that Trust members continue to be the backbone of enabling our barges to sail into the future. You may be a member of both the Pudge and Centaur 100 Clubs.

The first draw will take place and win-

ners' names will be published alongside the Pudge winners in the next Chaff-cutter, so thank you all in advance for your support and good luck.

Pat Boss
p.p.boss@btinternet.com

Middlewick Wind Farm Grant

A generous donation from a green energy company will enable the Trust to provide scores of children to have school holiday fun aboard the Trust's barges.

Middlewick Wind Farm, which operates nine turbines near Southminster on the Dengie Peninsular, has given £1,000 towards the running of the Thames Sailing Barge Trust's children's activity

days which take place during schools' spring and summer holidays.

The nest egg, which comes from Middlewick's community benefit fund via the Essex Community Foundation, will enable visiting five to 11-year-olds to clamber aboard a historic Thames barge moored at Maldon Quay to learn about the vessel's heritage, the tying of knots and the hoisting of the famous

red sails.

Below decks the youngsters can try their hand at creating their own miniature cardboard barge to take home - and during the May half-term holiday renowned Essex storyteller Mike Dodsworth will be making a return visit with more of his tales of life at sea.

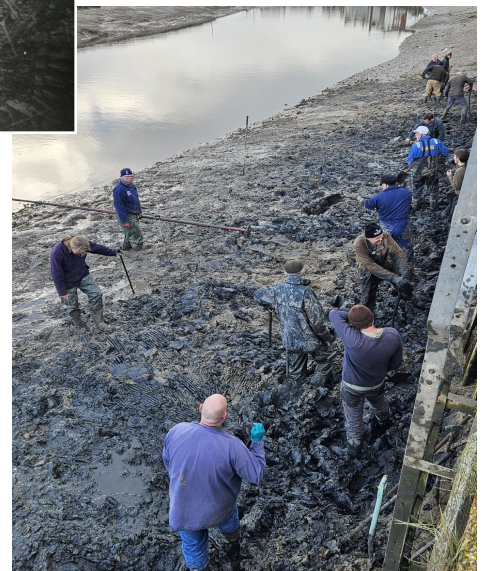
Trust Muddies

One of the cargoes carried by Thames sailing barges was mud or clay which was transported to brickworks which existed along the rivers of the Thames Estuary.

In order that Trust volunteers could get to know how the 'muddies' who carried out this work managed, a group of them recently went to Rowhedge to give it a go. The only difference was that they did not have to lift the mud into a barge, thankfully. However they still made a mess and were covered from head to toe.

The work was carried out so that barges could get a better mooring along the quayside.

A good day was had by all, allegedly?



Match Dates 2026

The dates of the 2026 Barge Matches have now been announced and are listed below.

The Trust is currently planning next year's sailing programme and we would hope to be able to sail at least Pudge In these Matches and maybe Centaur in some.

As is normal we will publish the first

part of the season's sailing programme in the December newsletter.

Medway Barge Match
23rd May

Southend Barge Match
30th May

Blackwater Barge Match
6th June

Pin Mill Barge Match
11th July

Thames Barge Match
18th July

Swale Smack and Barge Match
25th July

Colne Barge Match
5th September

Trainees Dinghy Sailing Course

Saturday March 28th saw a cross section of trainees and other barge crew trying out a spot of dinghy sailing courtesy of Alan Coday and the Blackwater Sailing Club.

For the newcomers it was an opportunity to get to grips with the basics of points of sail, trim and helming. For the more experienced it was a valuable opportunity to polish those skills and for some, a nostalgic trip to their dinghy sailing pasts.

Small boats sailing requires quick thinking, quick action and the ever-present consequence of an impromptu swim which sharpens the mind somewhat.

The day was blustery with a stiff NW breeze which touched 35kts on occasions. This might be considered to be a little windy for beginners but barge people are made of stern stuff and took it all in their stride.

Alan Coday together with his instructors Sam and our own Ed Skinner and Chris Martin organised a brilliant day beginning with some structured learning focussing on rigging, helming, points of sail, rules of the road and the essentials of making a boat go well.

After lunch, with a mild improvement in the conditions, we took to the water. Mixing the crews to give as broad a range of experience as possible in each boat enabled beginners



After a break for tea, the early evening enabled a further sail, for those who wanted it, in more benign conditions, to practise gybing and downwind sailing. Then it was time to pack up and enjoy a fish and chip supper in the pavilion.

Huge thanks to Alan for organising the day and to the Blackwater Sailing Club for the use of the boats, lake and facilities. Thanks again to Ed, Sam and Chris for giving up their time and to Alan for finding enough spare gear to enable everyone to be comfortably attired in appropriate kit for the day.

A day dinghy sailing is a great way to learn and hone our skills and it is hoped that this event will continue annually.

Diggory Rose

to sail with more experienced hands and each boat had an instructor for good measure.

The sailing was brisk and exciting with the boats sailing on a reaching figure of eight course with a tack at each end of the sausage. There was a great deal of whooping and hollering and most folks at some point experienced that salient lesson that a boat goes fastest when it is the right way up!



The New Zealand Scow

During a recent trip to New Zealand and the city of Wellington I paid a visit to the Wellington Maritime Museum. When you think about New Zealand and its surrounding coast, one would have expected a large museum, however the museum just occupied one floor of the main Wellington Museum. However, during my time, I noticed a small exhibit about the New Zealand Scow.



A scow loading timber in the 1930s

What attracted me most was that these vessels had flat bottoms, but no leeboards.

Scows, with their flat bottoms and great strength, were excellent for carrying heavy, bulky cargoes – particularly timber. They acted as maritime workhorses from the 1870s until after World War 1, when they were overtaken by powered vessels and their role usurped by railways.

The basic scow was developed as a flat-bottomed barge (i.e. a large punt) capable of navigating shallow rivers and sitting comfortably on the bottom when the tide was out. By 1848 scows were being rigged for sailing using leeboards or sliding keels. They were also used as dumb barges towed by steamers. Dumb scows were used for a variety of purposes: garbage, dredging as well as general estuarine cargos.

Sailing scows have significant advantages over traditional deep-keel vessels that were common at the time the sailing scow was popular. Keelboats, while stable and capable in open water, were incapable of sailing into shallow bays and rivers, which meant that to ship cargo on a keelboat required a suitable harbour and docking facilities, or else the cargo had to be loaded and unloaded with smaller boats. Flat-bottomed scows, on the other hand, could navigate shallow waters, and could even be beached for loading and unloading. This made them useful for moving cargo from inland regions unreachable by keelboat to deeper waters where keelboats could reach. The cost of this shallow water

advantage was the loss of the seaworthiness of flat-bottomed scow boats in open water and bad weather.

Scows came in all manner of shape and sizes and all manner of sailing rigs, but the "true" sailing scow displayed no fine lines or fancy rigging. They were designed for hard work and heavy haulage and they did their job remarkably



**Scow Kajaia discharging firewood
Picture from the book *History of New Zealand Scows and Their Trades*
by David Langdon 2009**

well. They took cattle north from the stockyards of Auckland and returned with a cargo of kauri logs, sacks of kauri gum, shingle, firewood, flax or sand. With their flat bottoms they could be sailed or poled much further up the many tributaries and rivers where the bushmen and bullock teams had the

freshly sawn kauri logs amassed, thereby saving a great deal of time and energy on the part of the bushmen. Flat-bottomed scows were also capable of grounding on a beach for loading and unloading. Over the side went duckboards, wheelbarrows, and banjo shovels. The crew then filled the vessel with sand, racing against the turn of the tide. When the tide did turn, they loaded the equipment back on

board and put off to sea. Occasionally an inexperienced skipper overloaded the scow. Then, as the water rose against the outside of the hull (diminishing the amount of safe "free board"), the crew had to shovel rapidly to reduce the contents in the hold to a safe level.

Logs when hauled were always carried above deck, secured by heavy chain, the space between decks being left empty to give added buoyancy.

The majority of scows had varying safety records, with many capsizing – a few of them, several times. Many of them sank, caught fire, collided, stranded, struck submerged objects, leaked or broke something along the way. They were often loaded to the hilt to make the voyage more economical, as in the early days many worked on a shared earnings basis.

Those vessels not engaged in the timber, cement and coal trades became involved in a variety of other freight around New Zealand. Sand, shingle, firewood and livestock were perhaps the most common. I have even seen a picture of a scow carrying a stack of hay and straw. But as with the Thames sailing barge they would look to carry any available cargo around

the two islands.

*John Rayment
A thank you to the Wellington Maritime Museum and Christchurch library for the detail.*

Centaur Update

While cleaning the cabin top decking ready to apply a new coat of sadolin it was noticed that there was a soft patch on one of the deck planks which ran under the timber pedestal supporting the forward end of the steering wheel spindle and its bearing. We had rebuilt the cabin top back in 1987 and this was the first sign of any problem. The steering spindle was supported on blocks and the bearing assembly removed to allow removal of the timber



**Adding the new Bob onto Centaur
Picture by Sarah Jones**

pedestal so we could get at the soft planking. It was found that only the top part of several planks under the pedestal had been affected and new Iroko timber was glued in place with epoxy and the pedestal and bearing refitted together with the steering spindle.

Down in the saloon, engine room and cabins, which in her trading days formed the cargo hold, we have been cleaning up and retarring the bolts holding the chine keelsons in place, also the large iron straps that tie the sides and bottom of the hull together have been chipped and retarred.

Pudge Update

At last, the tent is off, and the mast is back up vertical. A team of trainees honed their skills learning how the sails are bent on, and how all the rigging goes back together. We ran out of time over the weekend, but a team of hardy volunteers came back on a Monday night and wound the gear up.

We moved the large table in the saloon the other day and part of the top came away. This was glued back together without any problems. This table together with the saloon doors have been part of Centaur since she was converted for passenger carrying in the mid 1960's.

I was looking through some notes the other day about Centaur's early trading life, they make interesting reading and make you realise what a hazardous occupation sailing on the barges was. In August 1899 she was bound from Mitley to Hull with wheat, during the passage she lost a lee-board and broke the bowsprit off Sheringham and had to put back to Great Yarmouth for replacements. In April 1902 while bound from Shoreham to Burght in Belgium with spirit of salts the steering gear failed and she was towed into Newhaven. This looked an interesting trip, Burght being a small village up the Schelte just above the docklands of Antwerp

which is on the other side of the river. In January 1905 bound from London to Exeter with sugar, Centaur had to put into Portland with a broken main sprit, she was towed on to Exeter by tug for £15.

The current main sprit on Centaur was originally from the Portlight, she had been converted to a motor barge in 1957 and the sprit ended up on Centaur in the mid 1960's when she was rigged, if this is the sprit that Portlight had from new then it will be 100 years old this year. It

is an amazing bit of work with the centre section roller swaged onto the end parts, possibly made at Ipswich or Great Yarmouth where there were large engineering companies.

Down in the lighter the mizzen spars and topsail head stick have been sanded and varnished. Over the years we have had to replace all of the mizzen spars, the last being the sprit made for us a few years back. The only spar that we are still using that came with Centaur 52 years ago is the main sprit.

The winter covers have been removed now that the weather is improving and we have started rerigging the barge ready for the summer. Dressing the sails was done in between spells of wet weather, it has been a very different experience to last year when we had a lovely dry spring and we could get on with outside work. Apart from rerigging the next job will be to go up to the dry dock for a clean-up and repaint and tar round the hull.

Tim Jepson



**Centaur being re-rigged
Picture by Paul Mason**

David Orchard has been busy with his paintbrush again, including giving the barge boat its winter makeover.

Ray Clark and Jim Morriss have completed the work needed on Pudge's engine, and it is back in commission and ready for service.

Duncan Mclean and John Harriss have

been pressing on with the skippers' cabin, which is taking shape now and starting to look great.

Laurie Watkins is also making good progress with the new cabin storage units; these should be finished in time to start the season.

Val and Peter Shepherd have been

working hard to ensure Pudge is clean and homely, ready for our guests.

Tim Kenney and Steve de la Salle have checked all the first aid equipment and fire extinguishers and have been handling all the legalities to ensure all safety equipment is working, in place, and ready to go.

Pudge is currently in drydock for tarring and antifouling. When she leaves, Centaur will go in, and the work will start all over again.

We still have a lot of painting to do on deck and we need to conduct a final check of the rigging and ensure all galley equipment is in place and working.

It's a race against the clock now to ensure we are ready to sail for the May Day Bank holiday.

There are so many parts of the jigsaw that need to come together. A huge thanks to all the volunteers for their efforts and especially to the volunteer leaders.

I'd like to say, we're nearly there, but in truth, it is impossible to run out of jobs on a boat, especially a large wooden one!

Mick Nolan



**Pudge heading for Fullbridge on Good Friday
Picture by Sue Spiers**



**Chain Gang—lifting Pudge's Mains'l aboard Sailorman after dressing.
Picture by Alan Coday**

Legacy Received From Late Members Estate

The Trust wishes to thank the Executors of the late Sylvia Doris Fenemore-Jones for the legacy that Sylvia requested to be made to the Trust in her will.

The Trust received the sum of just over £31,000 which it will use to continue to do

the work of the Trust and to keep both Centaur and Pudge sailing.

Sylvia and her family have for many years been great supporters of the work of the Trust, joining the Thames Barge Sailing Club and sailed regularly on the Trust's

barges.

These funds are much appreciated and will go a long way towards keeping the Trust in a healthy financial position.

Trustees

**Annual General Meeting
Thames Sailing Barge Trust & TSBT Sailing & Charters Ltd
Saturday 25th April 2026
2:30 pm Maldon Little Ship Club**

Pudge's Starter Problems

It all started approximately 2 years ago in Kent when there was a problem with the starter motor. It turned out that the problem was corrosion of the internal electrical contacts due to water ingress. With hindsight this had caused the starter motor to start turning without being properly engaged.

Over the following 2 years there continued to be some intermittent starting problems despite changing the starter motor twice. We also noticed some minor damage to the starter motor drive gear and after much discussion came to the conclusion that the starter ring, attached to the engine flywheel must be damaged. After using some modern technology, an endoscope, (Yes Mick, we did wipe it) plus mark 1 eyeball, we found that there were 2 teeth broken on the starter ring.

We were then faced with splitting the engine and gearbox and either lifting the engine or the gearbox to reveal the flywheel. We decided to lift the gearbox however nothing is that easy, first we had to remove the metal ladder and the floor in the engine room, undo the prop shaft coupling and move the shaft out of the way. After unbolting the

gear box we were able to lift it away from the engine using block & tackle and we were then able to unbolt the flywheel and starter ring.

The starter ring is a large gear wheel joined to the flywheel by heat shrinking it.

We were able to remove the broken ring by old fashioned brute force and a large hammer.

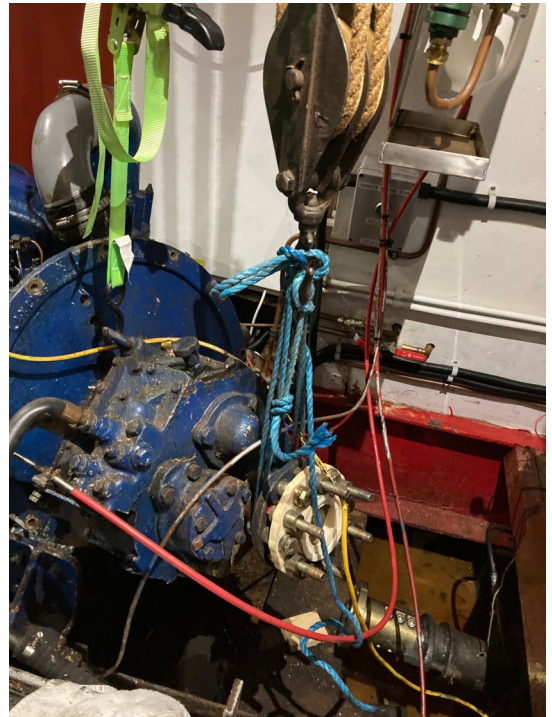
To fit the new ring entailed heating it to just below red heat, which caused it to expand, and then dropping it onto the cleaned-up flywheel. On cooling it shrunk to a perfect fit.

It was just the refitting of everything. While doing this we took the opportunity to re-organise the aft area of the engine room giving us more useable space.

We also managed to carry out the normal engine servicing as required each winter and have also fitted a sight gauge to the fuel tank which should make life easier in the future.

A special thanks must go to Jim Morriss whose expertise and hard work made this possible, and to Chris Kelly, a new volunteer who set to with a will doing dirty jobs like cleaning the bilge.

Ray Clark



TSBT First Aid Training

It is a legal requirement for all skippers and mates to complete a first aid training course every three years. So, to get our crew ready for the upcoming sailing season, eleven of us arrived at the Maldon Little Ship Club on Saturday 7th of February, ready to spend the day talking about blood, guts and gore and to wrestle with some unsuspecting plastic heart attack victims.

Our motley crew of Trust skippers and mates were joined by barge legend Richard Titchener, skipper of the Blue Mermaid, who was also there to renew his certificate. Having an experienced sailor like Richard with us was a real bonus. He has had plenty of experience patching people up at sea and his insight was invaluable.

Trust mate Jim Snelson is also a veteran first aider who managed to scare the living daylights out of us all telling us in

great gory detail about how he had dealt with a fellow worker who had been electrocuted.

I think we were all relieved that Pudge and Centaur don't have three phase power on board... Our instructor Andy Barker, was absolutely fantastic and managed to keep everyone engaged throughout the entire day. His opening statement when we started the course was: "We are not in the business of smearing Germolene on a stump". That pretty much set the tone...

We covered a lot of worst-case scenarios that will hopefully never happen, but accidents can happen and will happen and it is really important that our crew feel prepared to deal with any emergency.

I think we all left the course having learnt a lot and most importantly, feeling a lot more confident about administering first aid at sea. And I really hope I never have to smear Germolene on a stump...

Patrick Schulenburg



Annual General Meeting

Thames Sailing Barge Trust & TSBT Sailing & Charters Ltd 22nd Annual General Meeting

Agenda

**To be held on Saturday 25th April 2026
Maldon Little Ship Club, The Hythe, Maldon CM9 5HN
Commencing at 2:30 pm**

1. Welcome from Mick Nolan, Trustee and Chairman for the Meeting
2. Apologies for absence
3. Minutes of the 21st Annual General Meeting held on the 26th April 2025 (these will be emailed to members for whom we have emails. Those without can obtain a copy by contacting Doreen Thomas at: secretary@bargetrust.org)
4. Matters Arising from the of the minutes of the 21st Annual General Meeting
5. Presentation and adoption of Chairman’s Report
6. Presentation and adoption of annual accounts for Thames Sailing Barge Trust and TSBT Sailing & Charters Ltd to 31st October 2025 by Keith Foster, Treasurer (these will be emailed to members for whom we have emails. Those without can obtain a copy by contacting Doreen Thomas @ secretary@bargetrust.org)
7. Under the Trust’s rotation rules, no Trustees are up for retiring this year.
8. To propose and elect members of the management committee (see voting form below)
9. Appointment of Independent Examiner of Accounts
10. Any Other Business
 Launch of the Centaur 100 Club

Attendance at the meeting, is open to all Trust members

Form of Proxy

If appropriate, please complete, detach and return to Thames Sailing Barge Trust c/o 2 High Street, Burnham-on-Crouch, Essex CM0 8AA

Ia Trust member **will not** be attending the Annual General Meetings on the 26th April 2025. I therefore appoint or in their absence, the Secretary to vote on my behalf on any resolutions put to the above meetings.

Signed.....Dated.....

Proposal for becoming a member of the management committee of the Thames Sailing Barge Trust

I..... would like to be considered for election as a member of the management committee for the Thames Sailing Barge Trust.

Position.....(Members can elect for any of the committee positions)

Signed.....Dated.....

Membership Matters

Membership Renewals for 2026 were due on the 1st January 2026. Unfortunately a small number of members have not renewed, and their memberships have now lapsed. The Trust have nine new members so far this year.

We are pleased to announce that long standing members Alan & Vye Everard have been made Honorary Members.

If you have any questions about membership, please contact the new membership secretary, Gerald Moore at 20 Church End, Panfield, Essex CM7 5AJ
Tel: 07720 402298 or at:
membership@bargetrust.org.

Membership rates as from 1st January 2026:

Full Member: £37.50 pa
Pre April 2018 Concession: £30pa
Joint Membership £55 pa
Joint Concession £45 pa
Corporate Membership £360 pa
Life Membership £600 (Concession [65+] £400)
Joint Life Membership £900 (Concession [65+] £600)

Recent New Members

Ruth Anderson—Harwich
Douglas Arterton—Lancing
Ashley Filer—Colchester
Tricia Parker—Maldon

Thank you for supporting the Trust.

Gerald Moore
Membership Secretary

Charter Fees 2026

Charter Fees for 2026

**** Note Per Person rates are based on 12 people booked.**

Length of Charter	Centaur £		Pudge £	
		** £ Per person per day		** £ Per person per day
Weekend	2,175	91	2,570	107
Weekend plus 1 day	3,050	85	3,590	100
Weekend plus 2 days	3,815	79	4,500	94
Weekend plus 3 days	4,545	76	5,350	89
Weekend plus 4 days	5,225	73	6,145	85
Weekend plus 5 days	5,850	70	6,880	82
Midweek 1 day	940	78	1,085	90
Midweek 2 days	1,755	73	2,075	86
Midweek 3 days	2,530	70	2,980	83
Midweek 4 days	3,165	66	3,730	78
Midweek 5 days	3,735	62	4,390	73

Charter bookings on either Pudge or Centaur are now open.

If you would like to arrange a charter our 2026 rates are now available.

Charter groups can be up to the maximum of 12 people and are on a self-catering basis. Catering provision to include skipper, mate and 3rd hand (if applicable). Where necessary due to tide times accommodation will be provided on the night before sailing.

Departure from the quay is dependent on tide times and prevailing weather conditions. Our Skipper always has the final say on when and where the barge sails. The full list of T&Cs can be found on the website www.bargetrust.org
For enquiries email:
bookings@bargetrust.org

Volunteer Help is Needed

If you would like to help during our Event programme or maybe join the Thursday Working Group

Contact John Rayment at events@bargetrust.org

No prior experience needed

Sailing Programme 2026 (May-July)

	Barge	Nights on Board	Boarding	Return	Description of Cruise	Price per person
May						
21st to 25th	Pudge	4	Maldon Thursday 19:00	Maldon Monday 20:00	Medway Barge Match	£430
23rd	Centaur	1 Day	Maldon Saturday 5:30	Maldon Saturday 17:30	Blackwater Day Sail	£110
24th	Centaur	1 Day	Maldon Saturday 6:00	Maldon Saturday 18:30	Blackwater Day Sail	£110
25th	Centaur	1 Day	Maldon Saturday 7:00	Maldon Saturday 19:30	Maldon Camera Club Blackwater Day Sail	£110
June						
5th to 7th	Centaur	2	Maldon Friday 19:00	Maldon Sunday 16:00	Blackwater Barge Match Weekend (This can also be booked as two one day sails)	£200
21st June	Centaur	1 Day	Maldon Sunday 5:00	Maldon Sunday 17:00	Blackwater Day Sail	£110
July						
3rd to 5th	Centaur	2	Maldon Friday 19:00	Maldon Sunday 16:00	Weekend Sail	£220
16th to 19th	Pudge	3	Queenborough Thursday 19:00	Queenborough Sunday 15:00	Thames Barge Match	£350
16th to 19th	Centaur	3	Maldon Thursday 19:00	Maldon Sunday 16:00	Rowhedge Shanty Festival and Open Day	£250
23rd to 26th	Pudge	3	Queenborough Thursday 19:00	Queenborough Sunday 16:00	Swale Barge Match	£350
25th	Centaur	1 Day	Maldon Saturday 9:00	Maldon Saturday 21:00	Blackwater Day Sail	£110
26th	Centaur	1 Day	Maldon Saturday 9:30	Maldon Saturday 22:00	Blackwater Day Sail	£110

Registered Address: Thames Sailing Barge Trust, c/o 2 High Street, Burnham-on-Crouch, Essex CM0 8AA

Registered Charity Number 1102840; A company limited by guarantee registered in England & Wales no. 04726591

Visit our web site
www.bargetrust.org

Newsletter produced and edited by John Rayment. Your comments are welcomed about the newsletter. Email or write to the Editor or Trust.

Deadline date for articles for the next issue should be sent to John Rayment by the 5th June 2026



CONTACTS

Chairman— Mick Nolan
chairman@bargetrust.org

Secretary—Doreen Thomas
secretary@bargetrust.org

Treasurer—Keith Foster
treasurer@bargetrust.org

Membership—Gerald Moore
membership@bargetrust.org

Sales—Kate Rodman
sales@bargetrust.org

Open Days—John Rayment
07587 141054
events@bargetrust.org

Charter Secretary & Bookings
Secretary—Carey Brown
bookings@bargetrust.org

Newsletter—John Rayment
editor@bargetrust.org

100 Club— Pat Boss
p.p.boss@btinternet.com

Training Manager— Alanna Cameron
training@bargetrust.org

Working Volunteers Liaison
Thursday Group—John Rayment
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